

## VII. THE RECOMMENDED THOROUGHFARE PLAN

The revised 1992 New Bern-Bridgeton-Trent Woods-River Bend Thoroughfare Plan is the result of a very extensive, comprehensive, and cooperative effort that should help determine priorities for transportation projects well into the next century. It should be emphasized that this plan is based on anticipated growth as indicated by current land use projections. Prior to construction of specific projects, a more detailed study will be required to evaluate the need, exact location, and any environmental concerns. Public participation will be solicited throughout this process, as it was during the development of the thoroughfare plan.

Throughout the thoroughfare planning process it was the desire of the Statewide Planning Branch to arrive at a thoroughfare plan that was not only technically proficient but also a plan that would meet with public approval. Public participation has been actively solicited throughout the entire process which began with a locally appointed committee to project the socioeconomic data in the fall of 1989. Input was routinely solicited from local policy boards, civic groups, and public drop in sessions. Several projects were deleted or altered and others added as a result of this process. This cooperative effort culminated with the mutual adoption of the Thoroughfare Plan by New Bern, Bridgeton, Trent Woods, River Bend, Craven County, and the North Carolina Department of Transportation.

The following recommended plan, shown graphically in Figure 10, will be divided into three sections for discussion purposes. They are freeways/expressways, major thoroughfares, and minor thoroughfares. All other streets are considered to be local collector streets. Only thoroughfares that have recommendations of major widening or proposed new alignments will be elaborated upon. All others will be simply listed in the appropriate functional class section. Appendix A of this report contains a detailed listing of all thoroughfares on the Plan including: street name, reference points, existing roadway and right-of-way widths, capacities, present and future traffic volumes, and recommended design year cross sections and right-of-ways. It would be helpful to the reader to refer to Appendix A and Figure 10 while reading the following sections.

### **Freeways and Expressways**

The freeway/expressway system provides for fast and efficient movement of large volumes of traffic in an urban area. Its function ranges from serving as a bypass for through traffic; or for facilitating movement of traffic from outlying points and intermediate areas to the central area; to moving traffic among radials in the more suburban areas. Properly located freeways and expressways help relieve usually congested radials and increase overall travel time.